

O'CLOCK EDITION

TERRE HAUTE, INDIANA

REAR END COLLISION ON THE BIG FOUR

THREE WERE KILLED AND ONE MORE MAY DIE

A Fearful Collision Between Two Freight
Trains on the Big Four Bridge at 11:10
O'clock Friday Night.

TWO OF THE BODIES ARE STILL IN RIVER

Conductor John Hennessy and Brakeman Fred Fuqua, Both
of Mattoon, Ill., and A. D. Haven, of Hillsboro, Ill., Are
Dead—Fireman Frank Webster, of Terre Haute,
is Among the Injured.

THE DEAD.

JOHN HENNESSY, aged 40, of Mattoon, Ill., conductor on freight train No. 32, has a wife and five children. One side of his face was horribly cooked so that he was hardly recognizable; right leg and thigh mashed to a pulp and suffered internal injuries. He died on the bridge among the wreckage about an hour after the accident and about half an hour after Mr. Moorhead got to him. Hennessy has a brother living in Terre Haute, who was employed at one of the glass works. The dead man was in the caboose at the time he was hurt. His remains were shipped to Charleston, Ill., today.

FRED FUQUA, aged 30, brakeman on freight train No. 32, lived at Mattoon. He was in the caboose at the time. He has a wife and two children and was raised near Sanford in Fayette township, this county. He has several relatives in Terre Haute. His body is in the river and has not yet been found.

A. D. HAVEN, known as "Tony" Haven, aged 38, of Hillsboro, Ill. He was an employee of the Arthur Jordan poultry

as to carry the top of the caboose up on top of the bridge, where it could still be seen this morning, even after the wreckage had been cleared away from the track. Just in front of the caboose was a poultry car filled with ducks, geese and chickens, that had started from Litchfield, Ill., consigned by the Arthur Jordan poultry house to New York. The car was totally demolished and much of the poultry was either killed or fell into the river. The car in front of the poultry car was slightly damaged. Engine 448, which was carrying fast freight No. 30, on which

bridge and sent to Ryan's morgue. They were sent today to Charleston, Ill., which place he regarded as his home, although his headquarters were at Mattoon. He has a brother living in this city who has been working at one the glass factories. His brother visited the scene of the wreck this morning.

FATHER'S TRAILING EXPERIENCE.

JOHN T. FAROE, a brakeman on train 32, who was in the caboose at the time of the collision and who is now at St. Anthony's hospital, with doubtful chance of recovery, had a thrilling experience. He was badly hurt by the collision and was thrown into the river. He floated down to the Vandavia bridge, where his cries attracted the attention of Charles Crim, who lives on the river bank, and he was pulled out in a skiff and rescued him, taking him to the house of Henry Phillips, also on the river bank. Faroe was in the river forty minutes. He grabbed a piece of the wreckage and managed to keep his head above water until assistance came. He kept up his cries as loud as his strength would allow him and Crim finally came to his relief he was almost exhausted. He was removed in the ambulance to St. Anthony's hospital.

FUQUA'S TERRE HAUTE RELATIVES.

Fred Fuqua who was killed in the wreck and whose body is still in the river, has a number of Terre Haute relatives. Dan Davis, the well-known linemen of this city, married his sister Flora and another sister, Grace, is an employee of Superintendent Holdaway's at the county poor farm. W. D. Fuqua, who runs a barber shop at 320 north Sixth street, and Dave Fuqua, an employee of W. H. A. Brecht & Co., store, are his cousins. The dead man was born and raised near Sanford in Fayette township, this county, and is about 30 years old. He is the son of Andrew Fuqua, deceased, who lived about three miles north of Sanford and his mother, Mrs. Callie Fuqua, now lives at Sanford. He married a Mattoon girl several years ago and has two children.

HAVEN'S UNLUCKY TRIP.

It was an unlucky trip for "Tony" Haven, as he was called by the employees of Arthur Jordan's poultry houses. It was not a particularly long trip, but it was a very unfortunate one.

MITCHELL RETURNS TO WILKESBARRE

HE REFUSES TO DISCUSS THE
CONFERENCE HELD IN
NEW YORK.

EXPECTS AID FROM COMPEERS

The American Federation of Labor
Will Probably Help in the
Fight.

HOUSE WAS DYNAMITED

Daughter of a Deputy Sheriff In-
jured Near Pittsboro—Two
Arrests Made.

OPERATORS STAND PAT.
New York, Oct. 11.—Chairman
Thomas, of the Erie road today
issued a statement that there
would be no conference on the
part of the operators with the
publicists on Tuesday and saying
that his statement yesterday
was definite.

Wilkesbarre, Pa., Oct. 11.—President
Mitchell arrived at strike headquarters
from New York shortly before 10 o'clock
this morning. He was immediately taken
in hand by interviewers but he steadfastly
declined to talk of his New York trip
for publication. In answer to a ques-
tion why he should maintain such ex-
treme reticence regarding his visits he
said:

"I think the best interests of the op-
erators, the miners and the public will be
served by my remaining silent."

Mr. Mitchell's attention was called to
the letter of Vice-president Wilcox, of
the Delaware & Hudson company to
President Roosevelt in which he main-
tains that the miners' union is an illegal
organization. The strike leader hesitated
to say anything for a moment and
then replied:

Best copy that could be made -
must be read on the microfilm.

BLOODHOUNDS

The Alarm Was Given
When Who Ran First

Lincoln, Neb., Oct. 11.—A
train robbery given at
Burlington, is placed
have offered a reward
capture of the gang.



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A freight wreck, attended by a loss of three lives and possibly four, besides a number of other trainmen injured, took place on the Big Four bridge crossing the Wabash river in this city about 11:10 o'clock Friday night. The wreck was due to freight train No. 90 coming into collision with freight train No. 52 full upon the bridge. Both were headed east.

Freight train No. 52, which is a local freight, was due in Terre Haute at 2:50 o'clock Friday afternoon, but owing to a freight wreck at Whalen's switch near Paris, Ill., that afternoon it was laid out and was coming into Terre Haute about eight hours late. It had already entered the Wabash river bridge and the engine and five cars had already taken the passing track just at the east side of the bridge, leaving about twenty cars still moving on the bridge, when suddenly fast freight No. 90, which was due in Terre Haute at 11:20 p. m., dashed into the bridge at a speed of at least thirty-five miles an hour and crashed into the caboose that was on the rear of the first train. The collision was something awful and could be heard for many blocks. In the caboose were Conductor John Hennessy, of Mattoon,

Ill.; brakeman Fred Fuqua, of Mattoon, Ill.; A. D. Haven, of Hillsboro, Ill., an employ of the Arthur Jordan poultry company, who was accompanying a car of poultry on the same train; and brakeman John T. Pardoe, of Mattoon, Ill. Hennessy was fearfully injured and scalded and died on the bridge among the wreckage about an hour after the collision, his sufferings being heart rending. Fuqua and Haven were thrown into the river and up to the press hour had not been found. Pardoe was so badly hurt that but slight hopes are felt for his recovery by Dr. T. W. Moorhead, the company's surgeon, who is attending him at St. Anthony's hospital. The three men killed were all married men and of families.

Y OCTOBER 11 1902

Railroad accidents dominated local newspaper headlines 100 years ago

Railroad accidents dominated Terre Haute newspaper headlines 100 years ago.

On April 29, 1903, three men were killed and 14 injured when the westbound Vandalia Flyer crashed into a switch train at the East Yards near Highland Iron and Steel, about a mile-and-a-half east of Terre Haute's Union Depot.

The collision occurred at 7:15 p.m.

The passenger train, under the supervision of engineer Pat Dailey of Terre Haute, consisted of a day coach, a diner and seven Pullman sleepers filled with a delegation heading for St. Louis to attend the World's Fair dedication ceremonies.

Traveling at 60 mph, the locomotive – considered one of the nation's finest – collided head-on with a stationary yard switch engine occupied by engineer Herbert Myers. Both engines were demolished. Dailey, Myers and Vandalia Flyer fireman Frank Meyer saved their lives by leaping from the trains seconds before impact.

The fatalities were baggage-man Nicholas E. Lutz of Indianapolis and passengers Alexander McMullen and Robert McMullen of Columbus, Ohio. All were seated in the day coach, which was propelled over the locomotive and splintered into parts.

Lutz had owned a Terre Haute dental appliance store before he was employed by the railroad and intended to relocate back in Terre Haute in June or July.

An inquest conducted by Coroner Frank Tabor and deputy Joseph Frisz concluded that no criminal negligence existed.

However, it placed primary blame on the switch engine crew for moving its unit to the main track. Fast passenger trains customarily had the right-of-way

through railroad yards.

Among the prominent Terre Haute residents on the Flyer was Harry Bronson, co-proprietor of Bronson's Artesian Bath House, who had attended a meeting in Indianapolis regarding the establishment of a professional roller polo league.



HISTORICAL PERSPECTIVE

MIKE MCCORMICK

■ On May 6 – a week after the Vandalia tragedy – Southern Indiana Railroad engineer William E. Montgomery of 809 Oak St. was pinned for five hours when his freight engine derailed and overturned near the Spring Hill switchyard south of the city.

Montgomery's leg was crushed, but it was hoped it could be saved by medical care.

■ On May 3, Julius Schwandt apparently committed suicide by laying down on the Chicago & Eastern Illinois Railroad track near his rooming house at 531 S. 10th St. A Terre Haute Brewing Co. employee, Schwandt left a note in his room, written in German, describing his assets and directing their distribution.

■ On Monday, May 4, the body of Isaac Vannatti, resident of a soldier's home in Danville, Ill., was discovered next to the Big Four track, 20 yards east of 25th Street. The coat he was wearing was covered with McKinley and Roosevelt campaign buttons.

A native of Brazil, Vanatti served with the Eighth Indiana Infantry during the Civil War. He had a hole in his forehead, but was otherwise unscathed. It was presumed, however, that Vanatti had been struck by a

passing train.

■ On Sunday, May 31, two more bodies were found at different locations along the Big Four tracks. George Williams of nearby Lodi was struck by a train early Sunday morning at Coal Bluff, where he had spent Saturday night celebrating in several saloons.

The mangled remains of Alexander Davis of Charleston, Ill., were discovered west of the Big Four's Wabash River bridge. Though he had a round-trip ticket from Terre Haute to Charleston in his possession, it appeared as if Davis fell between two freight cars.

■ On May 27, a huge explosion at the Indiana Powder Co. mill in Fontanet – a precursor to a larger explosion about 52 months later which claimed 27 victims – resulted in the death of employees Harry Stimson, Frank Arthur and Caleb Riddle.

In other newspaper headlines of the day:

■ On May 17, Oswald Syester, 1437 Second Ave., was declared the "first Terre Haute small pox victim to die during the current epidemic." She was diagnosed on May 6 and the Syester residence was quarantined at that time.

■ In late April, Terre Haute resident Emma Stevens died of small pox in Clinton.

■ Blanche Eaton, proprietor of a "notorious resort" upstairs at the corner of Fourth and Ohio streets, was arrested on May 19. The warrant was sought by Con Valentine of Charleston, Ill., who contended Eaton had lured his wife to take up prostitution.

Released on bond, Eaton informed a news reporter that her employee was compelled to join the profession to avoid starvation as Valentine would not support her.

■ The Anti-Saloon League

met in the Vigo County Court House on Saturday, May 23, vowing to close illegal saloons in the county, particularly the notorious resorts owned by Mike Cadden and Henry Nicker on Lafayette Road in Otter Creek Township.

■ While walking through a field north of the former site of Fort Harrison, Charles C. Smock and his daughter, Irene, discovered some English coins and several pewter buttons from the early 19th century.

One silver coin was clearly dated "1806." The buttons were in excellent condition. The letters, "U.S.," were clearly visible and one button was dated "1801."

■ Dr. G.C. Roberts' Crystal Palace of Mysteries, which wintered in Terre Haute, was preparing to "hit the road" for the summer. A popular personality at local street fairs and the county fair, Roberts stored and refurbished his props during the winter in Art Hall, located on the northwest corner of the fairgrounds at Wabash and Brown avenues.

■ The most astounding show to appear in the Grand Opera House during May 1903 was presented by the nationally renowned medium Anna Eva Fay. At age 52, Fay was in the prime of a spectacular career that began in 1872. She is credited with inspiring Harry Blackstone and Harry Houdini.

■ In late May 1903, Robert and Denny Stunkard sold the St. Charles Hotel, on the west side of Third Street between Ohio and Walnut, to Thomas and Amanda Peyton of Marshall, Ill. Built in 1840 as the Buntin Hotel, it was one of Terre Haute's oldest hostleries. The name soon was changed to the Peyton Hotel.

Mike McCormick is the Vigo County historian. His column appears each Sunday.